

Seven Years of Surveillance:  
A Report on Selected Trends of Reported Behaviors, Concerns and Beliefs of  
Maryland Drivers

A Report to the State Highway Administration  
Maryland Highway Safety Office  
Hanover, Maryland 21076

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Acknowledgement: Preparation of this report was supported by the Maryland Highway Safety Office, Maryland Department of Transportation. The opinions and conclusions expressed in this report are those of the author and do not necessarily reflect the views of the Maryland Highway Safety Office.

## Summary

The results of seven years of annual telephone surveys of Maryland motorists are summarized. These findings relate to public concerns and behaviors regarding alcohol-impaired driving, seat belt usage, distracted driving and speeding/aggressive driving. Over this period of time (2003 – 2009), the public has become more likely to believe that there is a good chance that they will be caught by the police if they were to drive after having too much to drink. The reported frequency of drinking and driving has also decreased. Support has also grown for the use of mandatory sanctions for drunk drivers (e.g., fines, vehicle impoundment, ignition interlocks) along with decreased feelings of judicial effectiveness regarding how drunk drivers are handled. Concerns about the importance of seat belt usage have increased along with reported seat belt usage. The public has become more likely to believe that there is a good chance of being ticketed if one were to drive without wearing a seat belt. Concerns about distracted driving in general and cell phone usage while driving in particular have increased. However, there has been no change in the prevalence of reported drowsy driving. There has been a significant increase in cell phone use while driving. Concerns about speeding and aggressive driving have also increased as have reported encounters with aggressive drivers. There has been no change in the prevalence of reported speeding or aggressive driving. Despite increases in the perceived likelihood of being caught by the police for drinking and driving, speeding or not wearing a seat belt, less than 40% currently feel it very likely that they would caught and/or ticketed for these offenses. Various benchmarks are recommended for improvements in public perceptions over the next seven years.

## Introduction

For the past seven years, the University of Maryland, School of Public Health has conducted an annual state-wide telephone survey of licensed drivers in order to ascertain their beliefs, knowledge, attitudes, concerns and behaviors regarding a variety of traffic safety issues. The data from this survey, entitled *Monitoring the Future of Maryland* (MTF), is supported by the Maryland Highway Safety Office and is used to help in their highway safety planning, implementation and evaluation efforts.

The purpose of this report is to present certain trends that suggest where progress has been made as well as where further efforts should need to be focused. These results should be used in concert with other information (crash and citation data) and taken in consideration with other factors (i.e., political, economic, etc.) to shape future highway safety efforts.

This report will focus on four issues; alcohol impaired driving, seat belt usage, distracted driving and speeding and aggressive driving. These are among the main focus areas for the Maryland Highway Safety Office and represent where a bulk of their efforts and resources are directed.

## Method

Each year, a random-digit-dial telephone survey of approximately 850 licensed drivers is conducted<sup>1</sup>. The survey (see appendix for the current version of this survey) was originally developed with input from the Maryland Highway Safety Office, national highway safety experts as well as traffic safety researchers from the University of Maryland. Over the past seven years, the survey has undergone slight modification with the addition of new items. Only the data from those items used over the entire seven years will be summarized in this report.

The methods used in this survey are designed to produce as representative a sample of Maryland drivers as possible. The sample size of 850 respondents ensures adequate statistical power, an appropriate margin error and exceeds the recommendations of the National Highway Traffic Safety Administration's (NHTSA). The response rate (defined by the number of completed interviews divided by the number of completed + refused) over the years ranges from 38% to 44%. This is typical of random-digit-dial, cold call telephone surveys. The margin of error is no greater than  $\pm 3.36\%$ . This is also well within acceptable limits. Additional steps were taken in the analysis to produce a sample of drivers that is proportionate to the state's driving population. Specifically, the obtained samples in each year were weighted to approximate the proportion of male and female drivers, drivers in various age groups (16-20, 21-29, 30-45, 46-64, and 65+) as well as white and non-white drivers in Maryland. The results presented in this report are based on these statistically weighted samples.

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<sup>1</sup>840 licensed drivers were interviewed in 2003.

## Results

### Alcohol Impaired Driving.

Alcohol impaired driving remains a top priority with Maryland motorists, with around 90% reporting that this is a critical concern. There has been no statistically significant change in the proportion of drivers who hold this belief over the past seven years. However, there has been a significant reduction in the percentage of drivers who report that they drove after having several drinks (see Chart 1). Over 13% reported doing this at least once in the past month in 2003, whereas only 7.5% reported doing so in 2009. Perceptions of how likely they would be stopped by the police if drove after drinking too much increased significantly from 2003 to 2006. Following a 2-year drop in 2007 - 2008, perceptions of risk increased in 2009. Throughout this entire seven year period, the perceived likelihood of being caught never surpassed 37% (see Chart 2).

It is interesting to note that perceptions of how lenient the police are in apprehending drunk drivers has decreased over this period of time, especially since 2005 (see chart 3), whereas perceptions of how lenient the legal system is in handling drunk drivers has increased, especially from 2003 to 2004 (see Chart 4). Thus, Maryland drivers are more likely to feel the legal system is too lenient in dealing with drunk drivers once they are caught than they are to feel that the police are too lenient in catching them in the first place. This suggests that there has been some improvement in how the public perceives the risk of impaired driving and this may be associated with a lowered tendency to drink and drive, but concerns over judicial leniency still prevail and seem to be getting worse.

The majority of the public (56%) still is opposed to the practice of permitting a Probation Before Judgment (PBJ) plea to be used as a means of downgrading or even eliminating a drunk driving conviction from appearing on a driver's record. There is support for mandatory fines of \$1,000 for first time (58%) as well as repeat (87%) DUI offenders. Support for the mandatory use of ignition interlocks has increased for first time (44%) as well as repeat (86%) offenders. Support has also increased for mandatory license revocation of at least 6 months for first time (48%) as well as repeat offenders (80%). Support has also increased for vehicle impoundment for first time (41%) as well as repeat offenders (75%). The public's continuing concern with impaired driving, along with their growing discontent with how such cases are handled judicially is consistent with their growing support for such sanctions. Finally, the perceived effectiveness of sobriety checkpoints has decreased in recent years with less than 43% currently believing that this countermeasure is effective (see Chart 5).

#### Seat Belt Usage.

Concerns about occupant restraint and seat belt usage have increased significantly since 2003, indicating that the public has become more likely to see this as an important traffic safety issue (see Chart 6). Consistent with this, reported seat belt usage has also increased (see Chart 7) as well as the perceived likelihood of being ticketed for not wearing a seat belt while driving (especially from 2003 through 2007). Although significant progress has been made, currently less than 40% believe that it is very likely that they would given a ticket for not wearing a seat belt (see Chart 8).

### Distracted Driving.

Concerns about distracted or drowsy driving have increased, especially from 2003 to 2005 and have remained relatively stable since then, with around 83% of Maryland drivers reporting this to be a critical concern (see Chart 9). The proportion of people who report driving while drowsy has remained stable over the last seven years, at around 25%. However, concerns about cell phone use while driving have increased significantly, with 85 % currently reporting this to be a critical issue (see Chart 10). Cell phone usage has also increased significantly with about 62% currently reporting that they have used a cell phone while driving at least once in the past 30 days (see Chart 11).

### Speeding and Aggressive Driving.

Concerns about speeding and aggressive driving have increased, especially from 2003 to 2005. Currently, more than 88% reported that this is a critical issue (see Chart 12). Encounters with aggressive drivers have also increased (see Chart 13). There has been no change for reported driving 10+ mph over the speed limit (61%), 20+ mph over the limit (15%), driving aggressively (13%), running a stop sign or traffic light (11%) or getting a ticket for a moving violation (7%). Recent evidence (questions asked only in 2009) indicates that about 29% feel it very likely or almost certain that they would get a ticket if they drive over the speed limit, yet over 50% report having read, seen or heard anything about speed enforcement. Despite this relatively high level of awareness about speed enforcement, there is no evidence that Maryland drivers are any less likely to drive over the limit or feel that there is a reasonable likelihood that they would be caught if they did so.

## Conclusions

Progress has been made with regard to the general driving public's perceived risk of drinking and driving and a reduced reported tendency to do so. While these concerns and behaviors vary among sub-groups, there is reason to be cautiously optimistic about the trajectory of Maryland's efforts in this regard. This improvement is also consistent with recent decreases in alcohol-related fatal crashes in Maryland. Despite reduced perceptions of police leniency and increased perceptions of being caught for impaired driving, currently less than 35% believe that a seriously impaired drinking driver is likely to be apprehended. A reasonable target is to have at least 45% of Maryland drivers believe this in the next seven years. Consideration should be given to seriously increasing the level of activity aimed at impaired driving detection. Increased media attention as well as high visibility enforcement efforts, such as sobriety checkpoints, should enhance the public's perception that drinking and driving is a serious offense and one for which they will be apprehended. Greater visibility on sobriety checkpoints should also increase the public's perception as to their effectiveness.

There is continuing and growing support for a variety of sanctions for convicted drunk drivers, including mandatory minimum fines of \$1,000, 6-month license revocation, vehicle impoundment and the installation of alcohol ignition interlocks. Public support for these post-conviction countermeasures stands in stark contrast to their growing belief in the leniency of the judicial system. This indicates that while the public is ready to accept more and harsher mandatory sanctions, there is a diminishing belief in the level of judicial effectiveness at imposing these sanctions or of finding guilty those drivers who have been arrested for DUI. Clearly, the time is right for special DUI courts



and related resources (i.e., a Traffic Safety Resources Prosecutor) that could expedite the effective prosecution and adjudication of DUI offenders.

Maryland has made significant progress regarding public perceptions about the need to wear a seat belt, reported seat belt usage as well as perceived risks of getting a ticket if one drives without wearing them. However despite such increases, perceptions of the likelihood of being ticketed for not wearing a seat belt, similar to what was observed for impaired driving, are around 34%. This suggests that seat belt promotional efforts should continue and be supplemented with high other visibility enforcement and media campaigns that promote the likelihood of being ticketed for seat belt noncompliance. Like impaired driving perception, a reasonable target is to have at least 45% of Maryland motorists feel it very likely or almost certain that they would be given a ticket for not wearing a seat belt in the next seven years.

Many drivers (83%) are concerned about distracted or drowsy drivers. Although there has been no change in the proportion of self-reported drowsy drivers, the prevalence of people who report driving while talking on the cell phone, as well as their level of concern about this problem has gone up significantly. While cell phones are not the only form of driver distraction, they along with related behaviors (i.e., texting while driving), represent an emerging issue for traffic safety. Informal comments from survey respondents indicate considerable concern over distracted and reckless drivers, many of whom are talking on a cell phone while driving. To the extent that crash data bears this out, it is recommended that more attention and resources be directed toward reduced driver distraction campaigns and that more study be undertaken to examine the specific types of distraction the public is concerned about as well as their relationship to crash

risk. A reasonable target over the next seven years is to have no more than 50% of Maryland drivers report using a cell phone while driving. It is recognized that in large part this will depend on effective legislation as well as enforcement of cell phone driving laws.

Little progress seems to have been made regarding speeding and aggressive driving. If anything, more motorists are becoming concerned about this issue and have had encounters with aggressive drivers. Like alcohol impaired driving and distracted driving, concerns about speeding and aggressive driving are held by most drivers. However, there is no evidence of any change in behavior, suggesting that Maryland drivers are just as likely to report speeding and driving aggressively in 2009 as they were in 2003. Recent evidence indicates that less than 30% feel it very likely that they would be ticketed for speeding, despite the fact that about half are aware of speed enforcement activities. This suggests that more enforcement and high visibility media efforts are needed for speeding and aggressive driving control. A reasonable target is for at least 40% of Maryland drivers to feel it very likely or almost certain that they would be ticketed for speeding and for there to be a 5% reduction in reported speeding and aggressive driving over the next seven years.

Chart 1

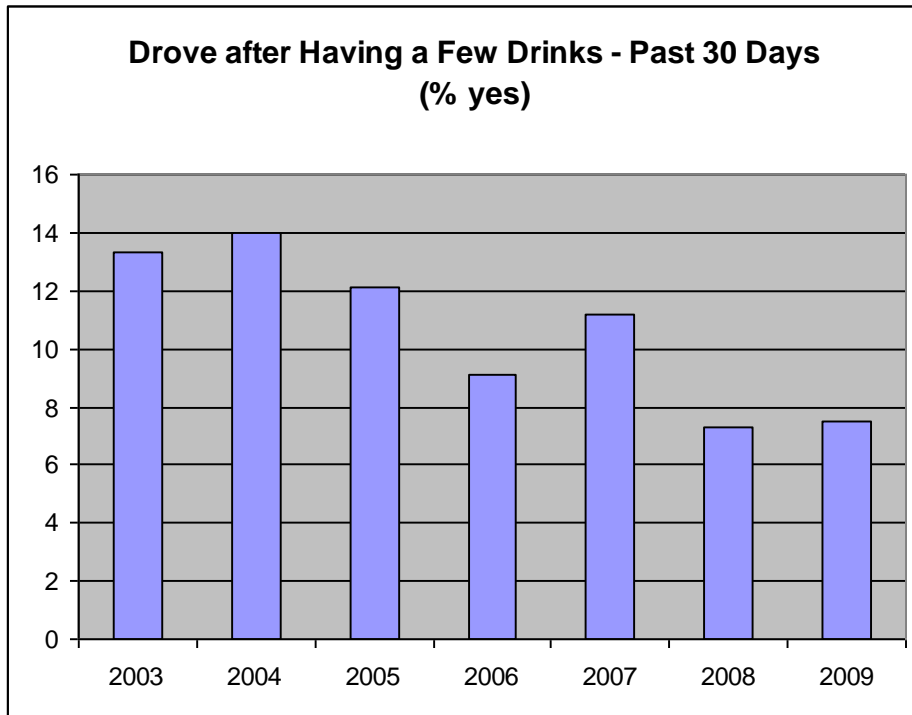


Chart 2

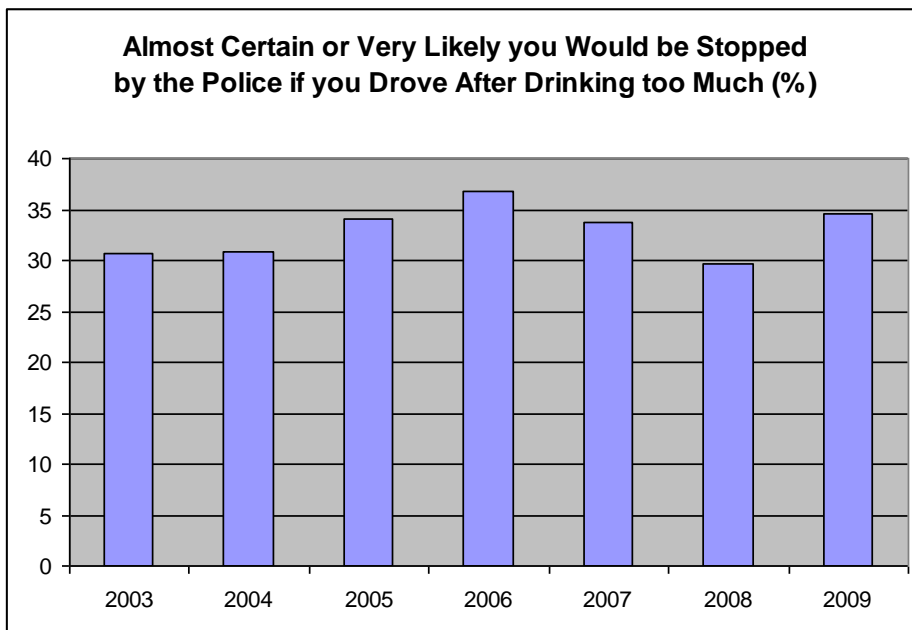


Chart 3

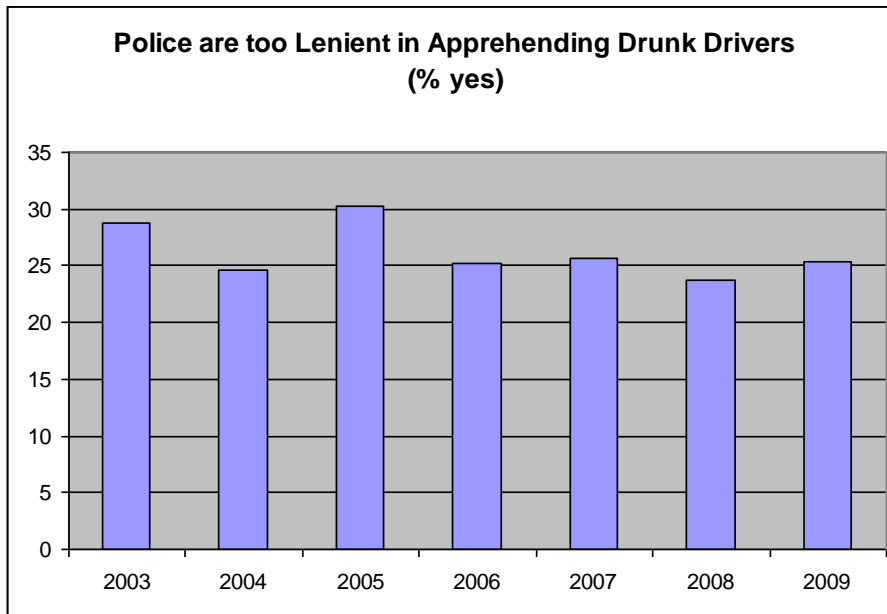


Chart 4

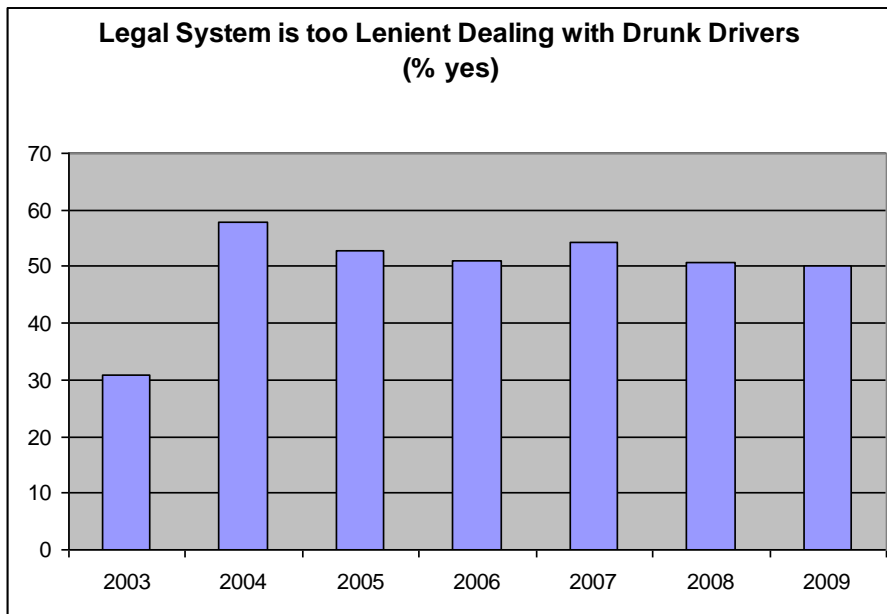


Chart 5

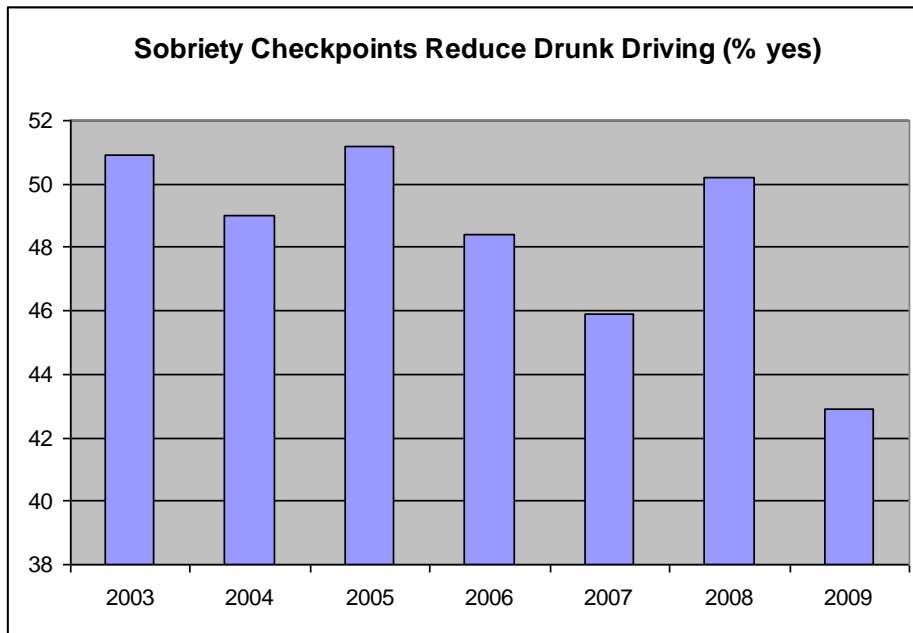


Chart 6

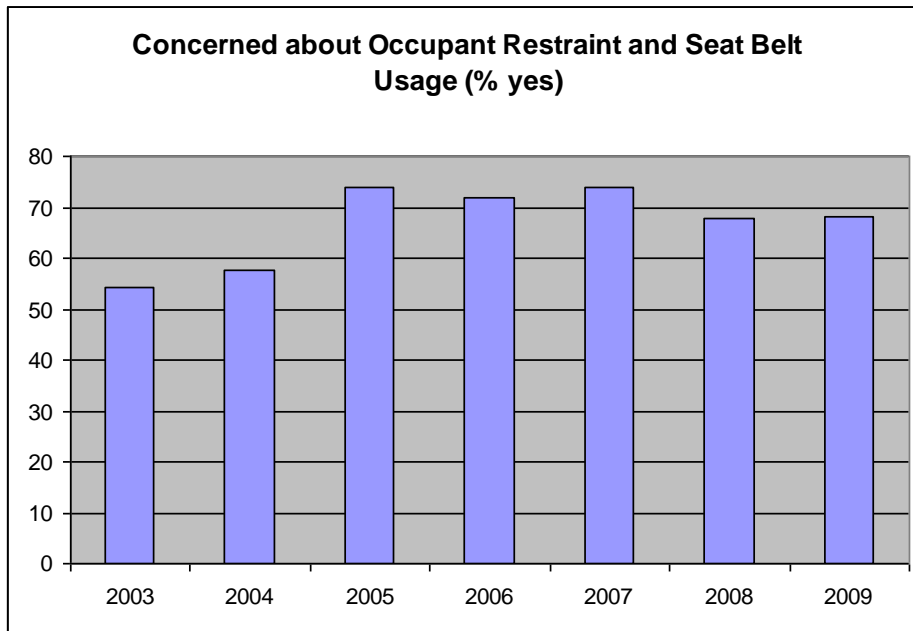


Chart 7

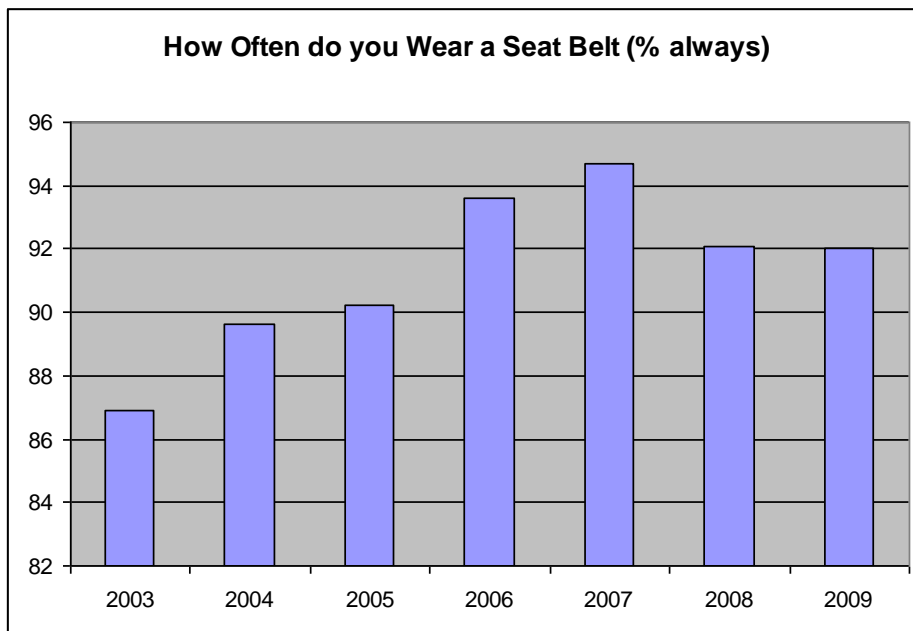


Chart 8

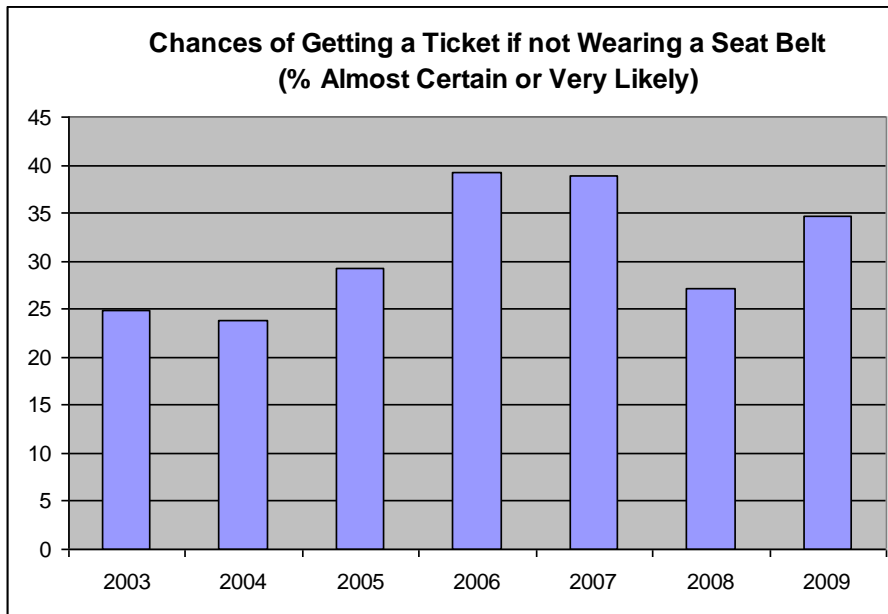


Chart 9

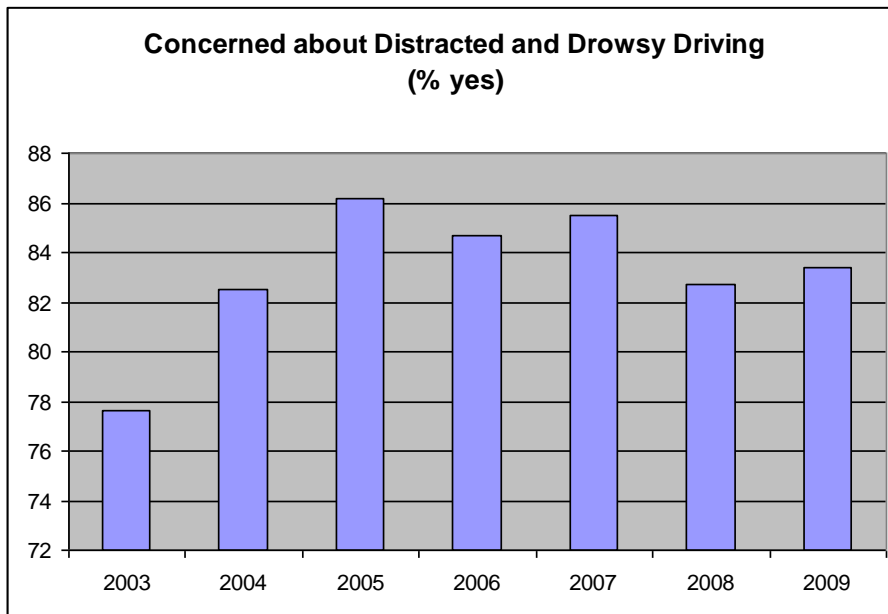


Chart 10

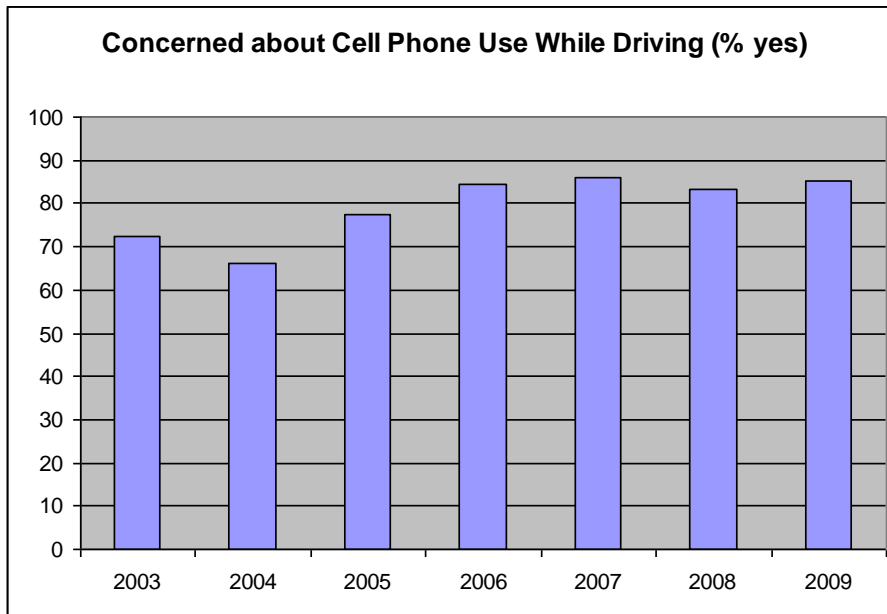


Chart 11

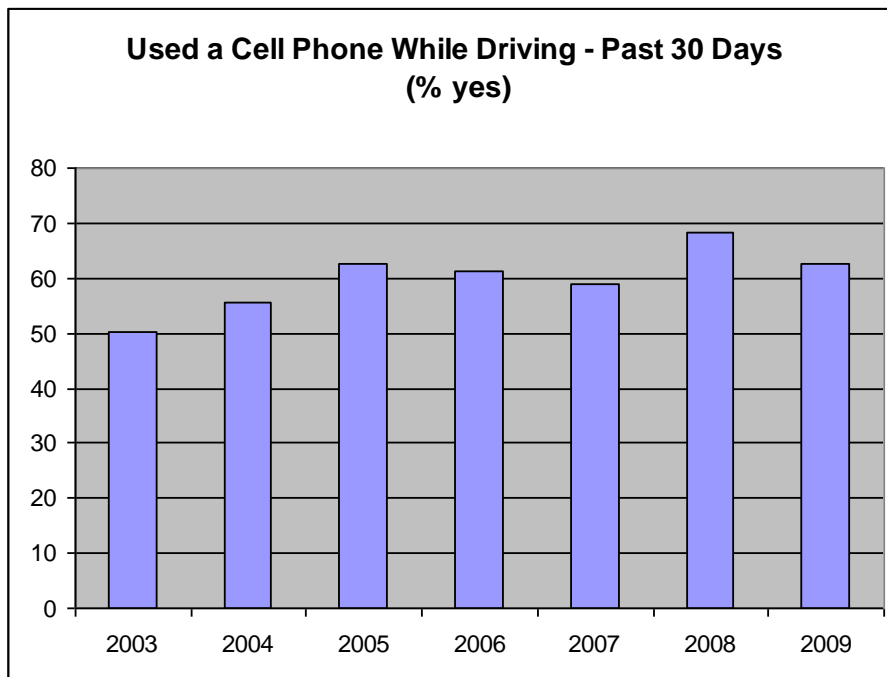




Chart 12

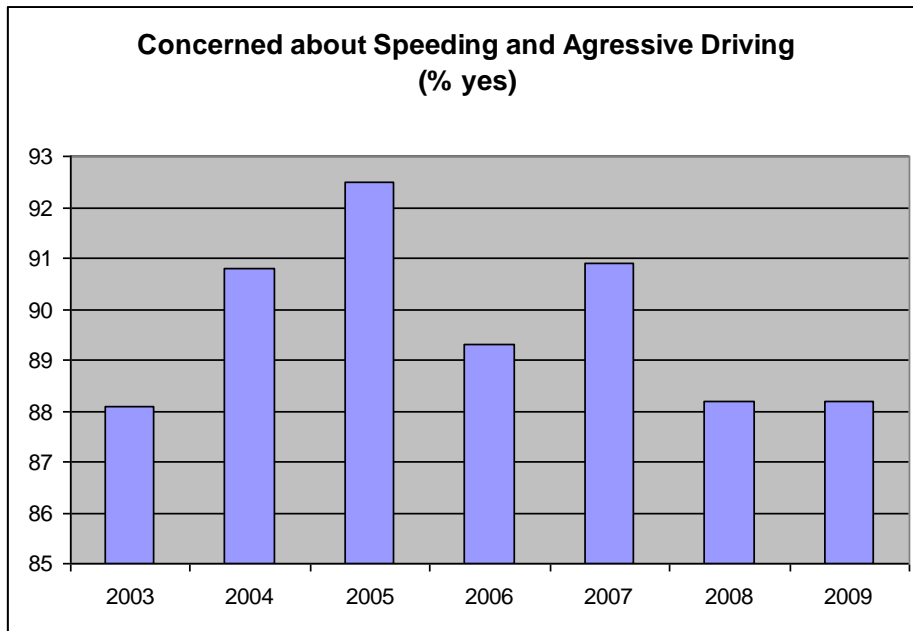
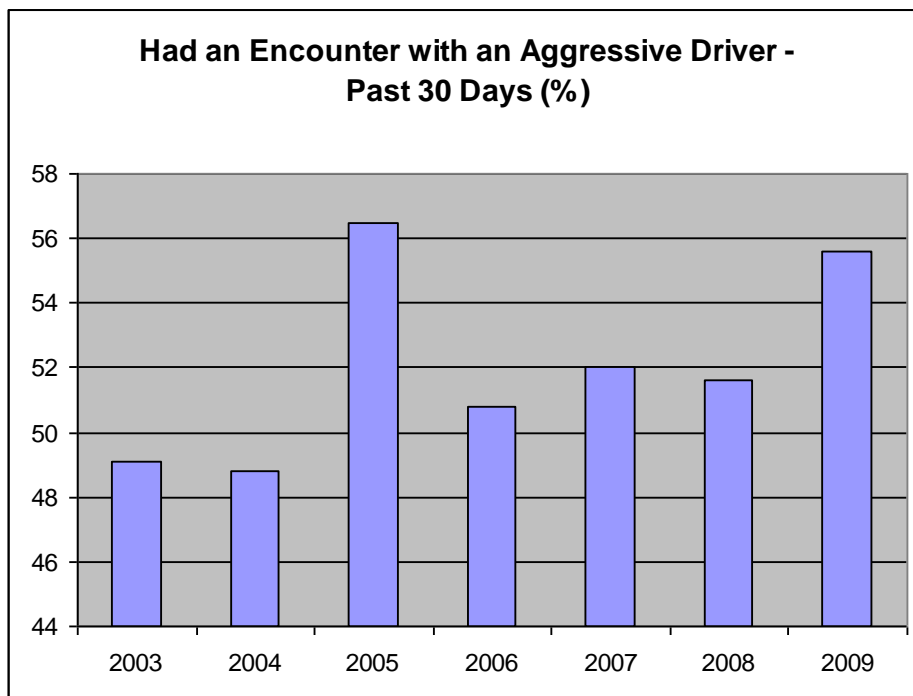


Chart 13



## Appendix

### The Monitoring the Future of Maryland Telephone Survey

Maryland Department of Transportation  
“Monitoring the Future of Maryland VII” 2009 Telephone Survey

**Enter Current time  
in military time (hh:mm):**

**ID Number:**

**Date: mm/dd/yyyy**

Hello, I'm \_\_\_\_\_, calling from the University of Maryland. We are conducting a study for the Maryland Department of Transportation on the driving habits and attitudes of people who are at least 16 and have a valid Maryland driver's license. Your phone number was randomly selected and we would like to ask you a few questions.

Are you a licensed driver?

If yes, continue with survey.

If no, ask "Is there someone else I could speak to in the household who has a driver's license?"

If yes, continue survey with new person.

If no, code as Ineligible.

All of your answers will be confidential and no one will be able to identify you with your answers. We will not be using your name or any other personally identifying information. This interview will take about 15 minutes of your time

Yes [proceed with interview]

No [terminate interview]

Inconvenient to talk [schedule a time for a call-back]

1. How concerned are you about traffic safety issues in Maryland?
  1. Not at all
  2. Somewhat
  3. Moderately
  4. Very
2. I'm going to read to you a list of potential traffic problems. Which ones do you think are the most critical? [**Please read all options & check all that apply**]
  - 2\_1. Drunk driving
  - 2\_2. Speeding & aggressive driving
  - 2\_3. Running red lights or stop signs
  - 2\_4. Pedestrian safety

- 2\_5. Distracted, drowsy or inattentive driving
  - 2\_6. Seat belt and child safety seat usage
  - 2\_7. Better roadway design
  - 2\_8. Construction that interferes with traffic
  - 2\_9. Gridlock & traffic congestion
  - 2\_10. Younger drivers
  - 2\_11. Older drivers (65+)
  - 2\_12. Underage drinking
  - 2\_13. Racial profiling
  - 2\_14. Road rage
  - 2\_15. Making intersections safer
  - 2\_16. Cell phone use while driving
  - 2\_17. Transportation concerns for people with disabilities
  - 2\_18. Motorcycle safety
3. Do you think the police are too lenient with regard to catching drunk drivers?
- 1. Yes
  - 2. No
  - 3. Not Sure
4. Do you think the legal system is too lenient with regard to dealing with drunk drivers once they are caught?
- 1. Yes
  - 2. No
  - 3. Not Sure
5. Do you think sobriety checkpoints reduce drunk driving?
- 1. Yes
  - 2. No
  - 3. Sometimes
  - 4. Not Sure
- 5a. How often do you think police should conduct sobriety checkpoints in Maryland?
- 1. Weekly
  - 2. Monthly
  - 3. Only on holidays
  - 4. Once/twice a year
  - 5. Never
  - 6. No opinion
- 5b. Are you in favor of police using a device called a passive alcohol sensor at sobriety checkpoints in order to detect drinking drivers? Passive alcohol sensors are devices that detect alcohol in the air surrounding a driver when they are held 6-9 inches from the driver's mouth.

1. Yes
2. No
3. Not sure

5c. Are you in favor of a law in Maryland that will allow criminal prosecution of someone who serves alcohol to an obviously intoxicated person who subsequently is involved in a traffic crash as a driver that severely injures or kills another person?

1. Yes
2. No
3. Not sure

5d. Are you in favor of a law in Maryland that would require that a person arrested and convicted of DUI be assessed for alcohol or other drug abuse or addiction and assigned as part of their sanction to an appropriate treatment program?

1. Yes
2. No
3. Not sure

6. Maryland's current standard for a Driving Under the Influence citation is a blood alcohol concentration of:

1. .05
2. .08
3. .10
4. .15
5. Not Sure

6a. Under Maryland's administrative license revocation (ALR) law, drivers who are arrested with blood alcohol concentrations (BAC) at .08 or higher or who refuse to take a BAC test, automatically receive a license suspension for how many days?

1. 10
2. 45
3. 90
4. 365
5. Don't know

6b. True or False. Maryland law requires that drivers convicted of DUI two or more times install an alcohol ignition interlock in their vehicle for 12 months?

1. True
2. False
3. Not Sure

6c. True or False. Maryland does not yet have a law which makes it illegal to have an

open container of alcohol in the passenger compartment of a vehicle while driving on a public road.

1. True
2. False
3. Not Sure

7. Do you think there should be extra penalties for drivers who are arrested with very high blood alcohol concentrations, such as .15, that are well above the legal limit of .08?

1. Yes
2. No
3. Not Sure

8. Do you think there should be extra penalties for drivers who refuse to provide a chemical or breath test when they are stopped for suspicion of drunk driving?

1. Yes
2. No
3. Not Sure

8a. Are you aware of the new law that could add an automatic jail sentence and additional fine up to \$500 if you are convicted of a DUI and had refused to submit to a breath test?

1. Yes
2. No
3. Not Sure

9. A Probation Before Judgement allows drunk driving offenders to perform community service and other experiences before appearing in front of a judge. Thus, their alcohol driving offense may be down graded and may not appear on their driving record. Are you in favor of this practice?

1. Yes
2. No
3. Not Sure

10. If a person was convicted for the first time while driving under the influence of alcohol, which of the following consequences are appropriate? **[Please read all options & check all that apply]**

10\_1. Mandatory fine of at least \$1,000

10\_2. Required installation of an ignition interlock on their car for at least 12 months?

10\_2a Required installation of an ignition interlock on their car for at least 6 months?

10\_3. Mandatory jail time for at least 30 days

10\_4. Lose their license for at least 6 months

10\_5. Impoundment of their car for at least 30 days

11. If a person had several prior convictions for driving while under the influence of alcohol, which of the following consequences are appropriate? **[Please read all options & check all the apply]**

11\_1. Mandatory fine of at least \$1,000

12 11\_2. Required installation of an ignition interlock on their car for at least months?

11\_3. Mandatory jail time for at least 30 days

11\_4. Lose their license for at least 6 months

11\_5. Impoundment of their car for at least 30 days

**The next set of questions asks about your feelings toward young drivers aged 16-20.**

12. Do you think teens with a provisional license should have restrictions for when, where, and under what conditions they can drive?

1. Yes

2. No

3. Not Sure

13. Would you be in favor of a passenger restriction during the provisional phase (i.e. limiting the number of passengers in the car with the teen during the first three months of licensure)?

1. Yes

2. No

3. Not Sure

14. Currently, the Motor Vehicle Administration (MVA) is providing a parent-teen driving agreement to help parents set restrictions on their teens' access to a car. Would you be in favor of making the use of this agreement a legal requirement?

1. Yes

2. No

3. Not Sure

15. Are you aware of any specific programs for: **[Please read all options & check all that apply]**

- 15\_1. Teens at prom time
- 15\_2. Teens at graduation time
- 15\_3. Promoting seat belt usage for young drivers

**Now, we will ask you some questions about how you get traffic safety information and your level of knowledge about certain laws and programs.**

16. In the past year, have you contacted the Maryland Highway Safety Office or a local highway safety organization to get information?

- 1. Yes
- 2. No
- 3. Don't Know

17. If a car is already equipped with an air bag, how much additional protection do you think seat belts provide in a crash?

- 1. None
- 2. Very little
- 3. A modest amount
- 4. A great deal

18. True or False. MD's zero-tolerance law states that people under the age of 21 who have blood alcohol concentrations of .02 are committing an alcohol violation.

- 1. True
- 2. False
- 3. Not Sure

18a. True or False. It is illegal for persons under the age of 21 to consume alcohol in Maryland.

- 1. True
- 2. False
- 3. Not Sure

19. True or False. The shoulder belt gives little added protection beyond the lap belt.

- 1. True
- 2. False
- 3. Not Sure

20. True or False: In Maryland, a police officer can give you a ticket for no other reason than

not wearing a seat belt while you are driving?

- 1. True



2. False
3. Not Sure

21. True or False: You can be stopped and given a fine of up to \$500 if you fail to stop for a pedestrian in a crosswalk.

1. True
2. False
3. Not Sure

22. When driving in the past month, how often have you observed pedestrians who walk out into the road or jaywalk without any apparent concern for motor vehicles?

1. Frequently
2. Occasionally
3. Rarely
4. Never
5. Don't know
6. Refused

23. Where would you find information and resources about traffic safety issues?

**[Check all that apply]**

1. AAA
2. AARP
3. The insurance industry
4. MVA
5. Maryland State Highway Office
6. NHTSA or other federal agencies (e.g. Department of Transportation

(DOT))

7. Commercial driver programs
8. Internet
9. Any other organizations? If so, what? \_\_\_\_\_ (text box)

**This last set of questions deals with what kind of driver you are. [For questions 24-27, please read all options and check only one.]**

24. How often do you usually drive a car or other motor vehicle?

1. Every day
2. Several days a week
3. Once a week or less
4. Only certain times year
5. Never

25. How often do you use seat belts when you drive a car, van, sport utility vehicle or a pickup?

1. Always [skip to question 26]
2. Nearly always
3. Sometimes
4. Seldom
5. Never

25a. What reason best explains why you don't always use seat belts when you drive?

1. It's uncomfortable
2. I forgot
3. I have an air bag; I didn't think I needed a set belt too
4. I don't drive very far from home or at high speeds, or
5. Other \_\_\_\_\_

26. What do you think the chances are of getting ticket if you do not wear your seat belt?

1. Almost certain
2. Very likely
3. Somewhat likely
4. Somewhat unlikely
5. Very unlikely

26b. **In the past 60 days, have you seen or heard about police enforcement focused on safety belt issues?**

1. **Yes**
2. **No**
3. **Not Sure**

27. If you drove after having too much to drink (say “**imagine that you did**” if the respondent

**balks**), how likely are **you** to be stopped by a police officer?

1. Almost certain
2. Very likely
3. Somewhat likely
4. Somewhat unlikely
5. Very unlikely

27a. If you were stopped and arrested for DUI, how likely do you think it would be that you would be convicted?

1. Almost certain
2. Very likely
3. Somewhat likely
4. Somewhat unlikely
5. Very unlikely

**27b. In the past 60 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement?**

- 1. Yes**
- 2. No**
- 3. Not Sure**

**I am going to read you some statements. Using a scale of 1 to 10, where 1 = “strongly disagree” and 10 = “strongly agree,” please tell me how much each statement describes you.**

28. I am a courteous driver
- 1 (Strongly Disagree)
  - 2
  - 3
  - 4
  - 5
  - 6
  - 7
  - 8
  - 9
  - 10 (Strongly Agree)

29. I get frustrated by other people's driving

1 (Strongly Disagree)

2

3

4

5

6

7

8

9

10 (Strongly Agree)

30. I am calm when I drive

1 (Strongly Disagree)

2

3

4

5

6

7

8

9

10 (Strongly Agree)

31. I drive carefully

1 (Strongly Disagree)

2

3

4

5

6

7

8

9

10 (Strongly Agree)

32. I get impatient when driving in traffic

1 (Strongly Disagree)

2

3

4

5

6

7

8

9

10 (Strongly Agree)

33. I get in a hurry when I drive

1 (Strongly Disagree)

2

3

4

5

6

7

8

9

10 (Strongly Agree)

34. In the past month, have you ever: **[Please read all options & check all that apply]**

34\_1. used a cell phone while you are driving

34\_2. driven while you felt drowsy

34\_3. drove more than 10 miles over the speed limit

34\_4. drove more than 20 miles over the speed limit

34\_5. had an encounter with an aggressive driver

34\_6. drove aggressively yourself

34\_7. drove after having a few drinks

34\_8. driven when you know you have had too much to drink

34\_9. ran a stop sign or traffic light

34\_10. got a ticket or citation

34\_11. had a close call or near miss

**34a. In the past 60 days, how many times have you driven a motor vehicle within 2 hours**

**after drinking alcoholic beverages?**

**1. 0 (never)**

**2. 1 time**

**3. 2 times**

**4. 3 or more times**

35. How many traffic tickets for a moving violation (e.g. speeding, running stop signs or red

lights) did you get since you first started to drive?

0

1

2

3

4

5 or more

36. How many traffic crashes (not minor fender benders) have you been in since you first started to drive?
- 0
  - 1
  - 2
  - 3
  - 4
  - 5 or more

**36a. On a local road with a speed limit of 30 mph, how often do you drive faster than 35 Mph?**

- 1. Most of the time**
- 2. Half the time**
- 3. Rarely**
- 4. Never**

**36b. In the past 60 days, have you read, seen or heard anything about speed enforcement?**

- 1. Yes**
- 2. No**
- 3. Not Sure**

**36c. What do you think the chances are of getting a ticket if you drove over the speed limit?**

- 1. Almost certain**
- 2. Very likely**
- 3. Somewhat likely**
- 4. Somewhat unlikely**
- 5. Very unlikely**

**OK, we are almost done. Just a few more questions about yourself.**

37. Are you a parent of a teen driver (aged 16 – 19)?

- 1. Yes
- 2. No

37a. Do you have a physical disability that affects your driving?

- 1. Yes
- 2. No

38. Are you male or female **[Read aloud only if you aren't sure]**?

1. Male
  2. Female
39. What is your age?
1. 16-20
  2. 21-29
  3. 30-45
  4. 46-64
  5. 65 or older
40. What is your race?
1. White
  2. African American
  3. Asian
  4. Native American
  5. Other
41. Are you of Spanish/Hispanic origin?
1. Yes
  2. No
42. What county do you live in?
- 1=Allegany
  - 2=Anne Arundel
  - 3=Baltimore County
  - 4=Calvert
  - 5=Caroline
  - 6=Carroll
  - 7=Cecil
  - 8=Charles
  - 9=Dorchester
  - 10=Frederick
  - 11=Garrett
  - 12=Harford
  - 13=Howard
  - 14=Kent
  - 15=Montgomery
  - 16=Prince George's
  - 17=Queen Anne's
  - 18=Saint Mary's
  - 19=Somerset
  - 20=Talbot
  - 21=Washington
  - 22=Wicomico
  - 23=Worcester
  - 24=Baltimore City

43. What is your 5 digit zip code?

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44. Please tell me the highest level of education you have completed. I'll read you some choices – please stop me when I reach the right one for you.

**[INTERVIEWER: READ THROUGH GRAD/PROFESSIONAL TRAINING]**

1. 9<sup>TH</sup> grade or less
2. Grade 10 or 11
3. High school graduate
4. Some college
5. Community college or trade school
6. College graduate
7. Graduate or professional training
9. Don't know

We've finished the interview. Thank you very much for taking the time to participate in this project.

Note1: The Principal Investigator of this study is Dr. Kenneth Beck, Department of Public and Community Health. He can be reached at (301) 405-2527, e-mail: kbeck1@umd.edu.

Note2: If you have any questions about your rights as a participant or wish to report a research-related problem, please contact: Institutional Review Board Office, University of Maryland, College Park, Maryland 20742 at (301) 405-4212, e-mail: irb@deans.umd.edu.

Note3: Interviewers should not read "Don't Know" or "Not Sure" options.